

### **ABSTRACT**

An apparatus for inducting air for an engine is disclosed wherein noise that occurs when intake air flowing through a bypass passage is confluent with intake air drawn from a main passage while the idle speed control actuator is operated is reduced. The apparatus also includes a chamber for temporarily preserving the intake air such that the revolution speed and output power of the engine can be stabilized. In one embodiment a throttle body has a main passage formed therethrough. A throttle valve is mounted in the main passage and a bypass passage bypasses the throttle valve. A surge tank is connected with the throttle body to receive intake air from the throttle body, and the bypass passage extends to the surge tank. The surge tank is provided with a chamber connected to the bypass passage.